

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF THE CLAIMS:

1-10. (Canceled).

11. (Previously Presented) A steering device for a vehicle having a pair of wheels which can be steered freely as a function of the current driving state of the vehicle or whose steered position can be locked by an electronically actuatable locking device, the steering device comprising:

an electronic control device;

sensors connected to the electronic control device to monitor current driving state values;

wherein:

the electronic control device actuates the locking device when a minimum velocity of the vehicle is exceeded, so that a steered position of the pair of wheels is locked,

driving state values which characterize critical driving situations are stored in the electronic control device,

the steered position of the pair of wheels is locked in critical driving situations, and

after a critical driving situation, the locking device does not release the pair of wheels again until predefined critical driving state values are undershot at least for a predefined period of time.

12. (Previously Presented) The steering device of claim 11, wherein combinations of the driving state values which characterize the critical driving situations are stored in the electronic control device.

13. (Previously Presented) The steering device of claim 11, wherein the critical driving situations are assumed to be present when the vehicle tends to oversteer.

14. (Previously Presented) The steering device of claim 11, wherein the period of time is 3 seconds to 5 seconds.

15. (Previously Presented) The steering device of claim 11, wherein the electronic control device is integrated into an electronic driving stability system, and an activation of the locking device occurs at a same time as an engine torque intervention or braking intervention which is controlled by the electronic driving stability system.

16. (Previously Presented) The steering device of claim 11, wherein each wheel of the pair of wheels are arranged on opposite sides of the vehicle, and each wheel of the pair of wheels includes a steering lever, which are articulatedly connected to one another by a track rod.

17. (Previously Presented) The steering device of claim 16, wherein the locking device acts on one of the two steering levers.

18. (Previously Presented) The steering device of claim 16, wherein one of the two steering levers includes a locking lever which lengthens the steering lever, and the locking device acts on the locking lever.

19. (Previously Presented) The steering device of claim 11, wherein the locking device is actuatable pneumatically.

20. (Previously Presented) The steering device of claim 11, wherein the locking device is actuatable hydraulically.

21. (New) The steering device of claim 11, wherein combinations of the driving state values which characterize the critical driving situations are stored in the electronic control device, wherein the critical driving situations are assumed to be present when the vehicle tends to oversteer, wherein the electronic control device is integrated into an electronic driving stability system, and an activation of the locking device occurs at a same time as an engine

U.S. Pat. App. Ser. No. 10/549,399
Attorney Docket No. 12841/7
Reply to Office Action of May 21, 2009

torque intervention or braking intervention which is controlled by the electronic driving stability system, and wherein each wheel of the pair of wheels are arranged on opposite sides of the vehicle, and each wheel of the pair of wheels includes a steering lever, which are articulatedly connected to one another by a track rod.

22. (New) The steering device of claim 21, wherein the period of time is 3 seconds to 5 seconds, and wherein the locking device is actuatable one of pneumatically and hydraulically.

23. (New) The steering device of claim 21, wherein the locking device acts on one of the two steering levers.

24. (New) The steering device of claim 21, wherein one of the two steering levers includes a locking lever which lengthens the steering lever, and the locking device acts on the locking lever.